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## *AROUND THE LAKES.*

CLEVELAND.

The barge Matilda, Captain Lapham, takes coal to Saginaw at 40c.

The propeller Oconto had a $50 collision with the schooner John Jewett on Tuesday.

The tug Winslow, which arrived here recently with a large raft, is having some repairs done to her heater at the Globe Works.

The tug Patrick Henry, with a committee from the city council, made a visit to the site of the proposed new breakwater on Tuesday.

Inspectors Stanard and Fitzpatrick went to Port Clinton to inspect the steamer Clara after which they returned and on Wednesday inspected the Geo. T Hope and the new iron steamer Wm. Chisholm.

There is a letter at this office for Mr. H. R. Hartman, of the barge Brooklyn; also one at D. M. Becker & Co.'s for Mr. Joseph McCann, one for Captain J. R. Johnson and James Rogers.

The barge Saginaw, now in Globe drydock, has been sold by Messrs. Warner & Becker to Captain Nelson Little of Port Huron for $500. She will be repaired and go into the lumber trade between this port and Saginaw.

The new iron freight steamer William Chisholm will begin Monday to load coal at T. Axworthy's dock for Chicago at 70 cents. Captain Peter Minch of the propeller A. Everett, will assume temporary command and George Cleveland of the lost Osborne will be mate.

At the Globe drydock since our last report the steamer Havana had her bottom calked and stern bearings fixed; the barge Saginaw had her bottom recalked, some leaks stopped and some other repairs. The Charles Wall will go in to-day to have a leak stopped.

We are glad to see that Captain Becker has realized so much profit on his investment in the barge Saginaw a few weeks ago. The dailies put the figures pretty high though, one having it $12,000 and the other $1200. Captain Becker paid about $164 for her.

Messrs. Carpenter and Winter, of the council committee on harbor and wharves, met at the city clerk's office Monday for the purpose of confering with the vesselmen in regard to opening the old river bed into the breakwater. About a dozen vessel owners and captains were in attendance. Councilman Smith stated that he had introduced the resolution providing for the new outlet because great trouble has been experienced by vessels in passing through the old river bed. Captain Giles was of the opinion that the cost should be divided between the city and abutting property owners. He thought the channel should be two hundred feet wide and sixteen feet deep. He said that now was the proper time to make the improvement, as considerable business was going from Cleveland to Ashtabula and elsewhere owing to lack of harbor facilities at this port. Captain Wilson thought that if the city propery represented the matter to the government the latter would pay for the work. Mr. John A. Foot, who was present, thought that if the outlet was made there was danger of it being filled with debris carried into it from the main channel, but this view was opposed by the rest of the gentlemen present. City Engineer Force apprehended no trouble from sediment. In the case of a gorge at the mouth of the old channel the new outlet would be of great value in supplying a passage for surplus water to the lake. The committee prepared a report favoring the scheme, and stated that in their opinion half the cost should be borne by the city and the remainder by the property owners along the route of the proposed improvement. It has all the time been believed that there was an article of agreement between the city officials and the Lake Shore railroad to the effect that when the interests of the city demanded the railroad would bear the expense of opening the old river bed to the harbor of refuge, but as diligent search fails to unearth the article either in the city archives or the records of the company the Lake Shore road occupies the position of the nigger in the wood pile, especially since that company has been the principal gainer by the grant of Secretary Folger of one thousand feet of the harbor from the shore line for dockages and slip purposes. The Lake Shore company can now say: "If you desire an opening here we will not object but you must bear all the expense of the cut, of building the necessary bridge for our road and station a man there to swing it when necessary." We advise the city and government authorities, unless they desire to see the railroads carry off all the benefits, to make some provisions in case they contemplate any further harbor improvements, to put the railroads where they can find them when they are wanted.

The following petition, signed by over two hundred vessel owners was presented to the council:

The undersigned, ship owners, masters of vessels and others engaged and interested in the commerce of the lakes and familiar with the harbor of Cleveland, respectfully represent that in our opinion the opening of a channel into Lake Erie at the westerly end of the present ship channel generally known as the old river bed, is a public necessity, and that it should be extended out from the shore to deep water, say one thousand feet, of equal width with the present ship channel, and on a line parallel with the shore arm of the Cleveland breakwater, so as to give easy access and ample room for all vessels from deep water to the present ship channel and enable vessels of the largest size draught, in all weather, when once inside the breakwater, to conveniently reach the shores of the old river bed, and of the main harbor, thereby greatly accommodating the commerce of the port of Cleveland.

R. K. WINSLOW,
ALVA BRADLEY.
and 200 others.

A case of economy in the consumption of fuel is recorded in favor of the propeller N. K. Fairbanks, Captain H. Hastings, which left Ashtabula light for Escanaba. She took on 1457 tons of ore and with the schooners Owasco, Three Brothers and F. W. Gifford in tow down, all are ore laden, made the round trip with a consumption of only 78 tons of coal. The Fairbanks is a low pressure boat.

PORT COLBORNE.

The Walter L. Frost, Captain Howard, was detained, by the low stage of water in the canal, twelve hours on Tuesday. All effort to deepen the canal by raising the sides is thought to be useless, and much work will be necessary before existing difficulties will be removed.

WHITEHALL.

William Morton, steward of the schooner Thompson, fell out of a yawl boat Monday morning and was drowned. The remains were found. He was an Englishman and leaves no family.

CHICAGO.

*Special to the Marine Record.*

The Anchor Line barges Schuylkill and Annie Sherwood are still lying in ordinary at this port and the barge Alleghany at Milwaukee.

Two of our monster lake steamships, the John B. Lyon and Onoko, are up the north branch unloading immense cargoes of coal.

The east approach to the Lake street bridge was badly damaged by the schooner Mystic Star in tow of the Vessel Owners' tugs last week. The Mystic Star had to get a new jibboom.

The steamship Fred Mercur broke her wheel when backing out of the Twelfth street slip. The wheel was rendered useless, and she was towed to Buffalo by the Oceanica.

The steamship Gordon Campbell got a log in her wheel which required the services of a diver to extricate.

The members of the sailors' union held a meeting last week, and after taking into consideration the small freights now paid and the general depression in the vessel business, they decided to lower wages to $1.50 per day until trade gets better.

More meetings of tug owners were held last week to consider as to the laying up of some of the tugs, and bids from the owners of several of thom asking for sums varying from $240 to $250 per month, to be paid them by the owners of the running tugs, were not considered satisfactory, so that nothing has been done.

The captain of the schooner C. Smith brought into this port on Sunday evening last six men whom he rescued from drowning off Evanston during the afternoon. The men were clinging to the bottom of a sail boat which had capsized some hours before the schooner came along.

At Miller Brothers' drydocks the schooner Live Oak went in to be calked; the propeller St. Joseph, for a new wheel; the tug Welcome, for calking and a new shoe; the tug Brockway had repairs to her stern comprising five stanchions, new bulwarks and new wearing piece; the tugs Van Schaick and O. B. Green got new stern bearings; the steambarge Almendinger a new wheel.

Ira H. Owen's new passenger and freight propeller Minnie M., Captain John Colwell, made her first appearance at this port last Monday, and was placed in one of the Chicago Drydock Company's docks to be ironed for winter service. She is a very handsome boat and is well equipped. She runs between Escanaba, Fayette and Garden Bay daily, and Manistique tri weekly.

The tug Brockway sustained considerable damage to her stern just outside the harbor, Sunday, by coming into collision with one of the large scows she tows from Ludington. The tug was slowing up to give her line to a harbor tug, when her engine got on the center, and the scow crashed into her stern and smashed some bulwarks and stanchions.

At the Chicago Drydock Company's yard the schooner H. W. Sage went into dock to get a leak stopped, her bottom calked, a new piece of keel and general repairs; the steambarge C. H. Starke for a new rudder; the schooner Scud had her bottom calked; the tug Mystic Star got a new jibboom; the steamers John A. Dix and City of Duluth, some repairs; the propeller Minnie M. went into drydock to be ironed.

Freight rates, on account of an advance in grain, were dull at 1⅛c for corn and 1¾c for wheat to Buffalo; to Kingston schooners Alice B. Norris and Golden West, corn, at 4c; to Sandusky, Argonaut, wheat, at 2c.

We have before us a copy of the eighth edition of Barnet's Coast Pilot, to which several pages of additions for the year 1884 have been made. We feel compelled to say of this really excellent and useful book that time generally tries all things, and Barnet's Coast Pilot is no exception, as it has stood the test of eight editions during twenty-five years. May the veteran editor with figurehead of gray live to see his hope and effort appreciated to his heart's desire. All needful information is inserted up to the present date in the eighth edition, now on sale. Since the great fire in 1871 "Still Afloat" is the motto of this book, which requires no commendation at our hands. Like a household word, all mariners know what the Coast Pilot is by name. T. W.

DULUTH.

*Special to the Marine Record.*

Messrs. Miller & Montague, vessel brokers and marine insurance agents, say that two more freight boats will be added te the Duluth trade, the propellers Russia and Scotia, owned by Mrs. Hamilton, of Buffalo. They formerly belonged to the Commercial line, plying between Buffalo and Chicago, and are both iron boats and have a tonnage capacity of 1,600 tons each. They will commence running about September 1st and will be managed by Hon. James Ash.

BUFFALO.

*Special to Marine Record.*

The propeller Newsboy, with wheat from Milwaukee, arrived on Tuesday. While coming down she went on McGulpin's Point in the Straits in a fog, but was soon pulled off by the tug Leviathan. Captain Patterson says she has not been leaking, and shows no damage.

Supervising Inspector General J. A. Dumont and Supervising Inspector T. N. Van Valkenburg left for Erie on Tuesday on the steamer China. General Dumont is on his annual inspection trip, and will go up as far as St. Paul.

The propeller Gordon Campbell, which arrived from Chicago, will remain in ordinary here until freights improve.

The steamer Oceanica, having the Fred Mercur in tow, both grain laden from Chicago, arrived early Tuesday morning. The Mercur broke her wheel in Chicago, and went into the Union dock last night for a new one.

It may appear unnecessary precaution in laying the water pipe across the creek more than twenty feet below the surface of the water, but there are those who think otherwise. Everything is tending toward monster lake craft. A well known vessel man said that the lakes might yet float vessels of the size of those on the ocean. The growth of the trade in every way warranted the prediction. "In 1862," said he, "I was in Cleveland, and I remember that the schooner Charles Hinckley, now a barge, made her maiden trip into that harbor in command of Captain Al Manning, of Cleveland. She drew but ten feet of water, yet Cleveland harbor was so shallow that part of her corn had to be lightered off before she could get inside. Now the new vessels are expected to draw fifteen feet or more. What will be required of them in twenty years?"

KENOSHA.

A boat containing five young men capsized in the harbor this afternoon. They were all rescued by the life saving crew.

## MARINE LAW.

### SALVAGE.

*Supreme Court of Judicature, London—Court of Appeal.*

(Before the master of the Rolls and Lords Justices Baggallay and Lindley, July 30th.)

This case raised an important question as to the mode in which salvage is to be computed. The action was by the owner, master and crew of the steamship Missouri, to recover salvage in respect of service rendered to the steamship City of Chester. It appeared that the Missouri, while on a voyage from Boston to Liverpool, sighted the City of Chester, which had broken her shaft, and was signalling for immediate assistance. The City of Chester was in the track of steamers, and, in fact, had signalled to several, who, however, took no notice, with the exception of one steamer, which had towed her for twenty-four hours, but then left on the ground that her coals were running short. The Missouri proceeded to tow the City of Chester, a matter of considerable difficulty, as there was a heavy sea on, and her bits were carried away, her crank shaft fractured and she was considerably strained. Ultimately she succeeded in towing the City of Chester, which had 111 passengers on board, into Halifax harbor. The total value of the Missouri was 189,047*l*, and that of the City of Chester 179,535*l*. The Missouri returned to Liverpool, where she was docked for repairs. The question then arose how the amount of salvage was to be estimated. The plaintiffs tendered evidence of the cost of repairing the injuries to their ship, and of the demurrage during the delay for the repairs. Mr. Justice Butt ruled that the evidence was not material as to the amount of the award, but only as evidence of the risk run. His Lordship said that salvage remuneration is the sort of price to pay for the services rendered, and that one of the elements in arriving at that is the risk run by the salvors and their property. The fact of damage, he said, was evidence of the risk, but a person having a greater or less award made in consequence of a risk which he had taken upon himself was not entitled, if the risk had gone against him, to claim not only for the award, but damage for injuries and demurrage. He also remarked on the increasing indisposition to assist vessels in distress. In the result he awarded 4,500*l* to the owners, 500*l* to the master, and 1,500*l* to the crew. It was now argued on appeal for the plaintiffs, that a salving ship should be entitled, over and above the award, to the expenses incurred in rendering the services, as otherwise ships would not render assistance, it being almost a necessary consequence of towing that the ship should be strained. It was said that such a sum should be awarded as would not leave the salvor a loser. For the defendants it was argued that salvage services are undertaken for better or for worse, and that sometimes a greater and sometimes a less award is obtained, that though it might be that the costs of injuries directly caused by the services should be included in the award, yet the injuries in question were not of that character. The case was argued on February 28th, when judgment was reserved. The case was mentioned to-day that counsel might explain how the demurrage at 128*l* per day was calculated, and it appeared to have been taken generally at the rate of 6d per ton per day. Their Lordships proceeded to deliver judgment, varying the decree of Mr. Justice Butt.

The Master of the Rolls said that the question was not whether a judge ought or ought not, in estimating salvage reward, to take into account the fact that in and by rendering the salvage service the property of the salvor has been injured, but whether in such a case as the present the judge, before making his decree, is bound to hear evidence of all the specific particulars of such injury and all the specific particulars of the loss to the salvors sustained thereby. The answer to the argument depended upon a preliminary question, whether in every case, or in the particular case suggested, the judge was bound to award a sum sufficient to indemnify the salvor; for, if he was not, and if from other circumstances in the case he was rightly of opinion that he ought not, the proposition that he must hear the evidence, which, upon the hypothesis had become clearly immaterial, was absurd. Supposing that the loss to the salvors, by reason of injury to their property, the result of using it in the salvage service, was equal to or greater than the value of the property saved, the award obviously could not cover such loss, otherwise the supposed salvage would be a saving of nothing. Then the particulars of such loss were immaterial. Supposing that in the course of the hearing it became apparent that the loss of the salvors was greater than half the value of the property saved, it was obvious that the award could not cover the loss of the salvors, because even in the case of derelict the admiralty court had hardly, even in any circumstances, and in no known case of non-derelict, ever awarded, as for salvage reward, more than half of the value of the property saved. In such a case again, therefore, the suggested evidence was obviously immaterial, even for the purpose of obliging the judge to consider whether he would grant an amount of reward sufficient to cover the loss, because by the hypothesis circumstances had made it clear that he could not. Supposing the danger to the thing saved to have been small, though sufficient to raise a salvage claim, was it true to say that in such a case, if by accident, without fault or negligence, the property of the salvor was greatly injured, the whole consequence of such action was, according to the large equity of admiralty law, to fall upon him whose property was saved? Was the mere fact that the property saved was sufficient in value to allow the claim for injury to the salvor to be met conclusive to oblige the judge, without regard to the other circumstances of the case, to allow the claim? To say that it was would be contrary to the whole principle of salvage reward and the whole long continued course of its administration. The danger of an injury to his property so large as to make it wrong, on the equities of the case, to place the whole consequence of such injury on the owner of the property saved was one of the risks, by no means the only risk, which is run by all salvors. The judge was bound to consider, not only the circumstances of the loss having been incurred by the salvor, but, in conjunction with it, all the other circumstances which enter into the problem of what in the particular case, is a reasonable and, as between the parties, an equitable amount of salvage reward. There was no jurisdiction known, in which so many circumstances, including many beyond those of the particular case, were to be considered for the purpose of deciding the amount of salvage reward. It followed there was no jurisdiction known the administration of which was more within the discretion of the judge who has to administer it. The moment the judge was of opinion, not unjustifiably, that he could not give, as a part of the amount to be awarded, the specific loss incurred by the salvor, it became impossible to say that he was bound, at whatever expense to the suitors or the waste of his own time, to listen to evidence of the particulars of such loss. It followed that in no case should it be predicated that the judge was bound, from the mere fact that it was proffered to him, to admit such evidence. It might be that in some particular case it could be shown that, for want of knowledge to be obtained from such evidence, the judge had not justly determined the amount of salvage which he had awarded. But in such a case the appeal would succeed, not on the ground of the rejection of the evidence, but on the ground of the inadequacy of the amount awarded. The court of appeal could not come to the conclusion that the evidence had been improperly rejected until, from the other circumstances of the case, it had concluded that the only reasonable exercise of discretion was to allow the amount of the salvor's loss, or that the discretion could not, even on the appeal, be fairly exercised without the knowledge of that exact amount. In truth, a clear conclusion that the amount awarded was unreasonably small or too large, or that there are not means of determining that, was the only ground on which an appeal, in the case of a salvage award, can succeed. The contention, therefore, of the salvor in question that the judge was bound *ex debito justitiae*, to receive evidence proffered to him, on the mere ground that it was proffered, failed. That the judge might, in the case in question, and in any case, receive such evidence, was incontestable. Whether the judge had rightly acted upon it was a matter of appeal. It remained to consider whether, in the case in question, the judge could not make a reasonably just award without hearing the proffered evidence. His Lordship was unable so to adjudge. But, after consulting the learned judge, and considering the fact that large injury was sustained by the appellants, his Lordship had, with the consent of the learned judge, undertaken to vary his decree. The court would decree to the appellants 1,000*l*, and the cost of repairs rendered necessary by the straining and other injuries to the Missouri caused by the salvage services, and the real cost, if any, to the owners of any crew kept and paid by them for the services of the ship while she was under repair.

Lords Justices Baggallay and Lindley delivered judgments in which they criticised the authorities and arrived at the same conclusion as the Master of the Rolls.—*Maritime Register.*

## THE FIRST STEAM CAPSTAN.

In an article published in the Times-Democrat of July 28th it was stated that the first steam capstan was invented by Captain Thomas Moore in 1854. It should have said that this was the first independent capstan, for the first steamboat that navigated the Mississippi river used a steam capstan. The following will explain its first use: On July 13, 1814, the steamboat New Orleans arrived at Baton Rouge, departed the same evening, and arrived at Mr. Clay's landing, two miles above, on the opposite shore. The night being dark and rainy, the captain considered it most prudent to secure the boat for the night. Early in the morning preparations were made for departing, and the engine was put in motion, but the vessel would only swing around, and could not be forced forward by steam, the water had fallen during the night sixteen or eighteen inches. The captain then concluded she had lodged upon a stump, and endeavored to push her off with a spar against the bank, but without effect. He immediately satisfied himself that it was a stump, and found it by feeling with an oar about fifteen or twenty feet abaft the wheel on the larboard side. He then got an anchor out of the starboard quarter, and with the steam capstan hove her off, when she immediately sprung aleak and sunk alongside the bank. Explanation—This steam capstan was upon the main shaft of the boat, that is the barrel of the capstan surrounded the shaft around which a line was taken, and when the engine was in motion pulled with a tremendous force. This style of capstan was used until the independent steam capstan was invented.—*New Orleans Times-Democrat.*

## INSURANCE TROUBLES.

There is a great deal of dissatisfaction among insurance men about the way shippers of grain distribute their business, and the indications are good for an open rupture, unless they change their tactics very soon. Early in the season a company which had not been writing marine risks for some time entered the field, and refused to coalesce or pool with any other organization. Ever since the opening of navigation they have been writing cargoes for 2½ cents less than the other companies in the field, but will take nothing that is not shipped in steam vessels. Their cut under pool rates gives them almost a monopoly of this class of business and it is the safest and best. The other companies get nothing but the sail business, and some of them have almost come to the conclusion that they will let the shippers take some of this themselves. The general agent of a company which has been writing cargoes almost exclusively said yesterday: "I, for one, am almost ready to quit writing cargoes for these men who will give us nothing but their worst risks because they can get an insignificant reduction on the better class of risks from some outside company. If matters come to pass so I can consistently advocate a general withdrawal from cargo business until shippers are forced to distribute their business more fairly I will do so. I believe that I express the sentiments of most underwriters in this matter."

THE Liverpool Journal of Commerce says that "Some gentlemen belonging to the northeast of England, who are interested in steam shipping are beginning to show signs of a belief that the price of vessels has reached the lowest point. A company is now being formed of Tyneside and other capitalists to buy up cheap vessels—steamers which may be thrown on the market either by the builders or by the owners, and to sail them. The promotors feel that good ships can be had at very low prices now, and that vessels bought at these low prices will be sailed at less expense and will give better returns. The company will be called the Prince Steam Shipping Company, and its capital will be £250,000."

The whereabout of Patrick Foley, who when last heard from, was first mate of the steambarge Huron City is anxiously sought by his father. Should anyone know whether Patrick is still living, he would relieve an old man's mind by communicating with him at Corry, Erie county Pa.

### A SEA GARDEN.

Far down in the green depths I see below
The long sea-grasses waving to and fro
With sleepy motion, pliant to the tide
That stealthily steals shore ard from the wide
Deep sea beyond. Here silver-fishes gleam,
And vanish quite, or, stationary, seem
Poised like a cloudlet in a liquid sky,
And clear medusae swim past silently,
Like ocean orchids, while, with motions strange,
Crabs hither and thither through the sea-weeds range.
A lithe brown eel winds in and out, scarce known
From twisting wrack, and like a wave-worn stone
The flat sole rests upon a patch of sand:
And on the weedy rocks, by no winds fanned,
But soothed by under currents, red and white
The sea flowers, the anemones, make bright
These songless groves, which only hear the sighs
Of tides at flow and ebb, or the sharp cries
Of wind-lashed waves when breaking, when a storm
Drives shoreward surging billows multiform,
Or the long moan reverberant from the sea
When dreaming of wrath past or yet to be
—*Harpers' Magazine for September.*

## A SUNKEN ISLAND.

The New York Telegram publishes a romantic story of the Thousand Islands, which the correspondent of that paper states he obtained from a guide and oarsman whose services he had engaged. The oarsman said that his father told him that sixty years ago there was an island near Alexandria Bay that has since disappeared, and that twenty feet of water flows over it now. The old man used to go hunting on the island. One fall the old man went to the island, as was his custom, and found a dead man in the brush, covered with blood. He had been murdered. The old man buried the body and said nothing. Four months later he attempted to go to the island again, but it had disappeared and has never been seen since. The correspondent says that he was attracted to the vicinity of the alleged lost island during his stay at Alexandria Bay, by a species of fascination, and visited it frequently. One day an old woman paddled out in a canoe to his boat from an island, and in conversation she stated that she had noticed his frequent visits to that spot which was hallowed to her by an extraordinary and terrible memory. As he disclosed the story he had heard and expressed a deep interest in it, the old woman invited him to her hut, and arriving, after many turns and twists about the islands, he landed, and she not only gave him a circumstantial history of a terrible crime, but subtantiated much of it by old letters in her possession and other documentary evidence.

Her story amounted to this: In the summer of 1820 she had been married in the village of Ogdensburg to a young soldier whom she had met but a year before, and who, as she learned later, had deserted from the army. Immediately after the marriage he had taken a bateau, stored it with provisions and ammunition and fled with his bride to the island on which she still lived. Here they remained secure and happy for two years, living by hunting and fishing. But at the end of that time he required more ammunition, and had left her, taking their bateau, and gone to the mainland for it and had not returned. Two weeks after his departure a strange man had arrived at the island in a boat and announced that her husband was sick at Ogdensburg and desired her presence. Taking her year-old infant in her arms, she at once hastened to accompany the stranger to join her sick husband. He was, she said, a tall, powerful man, with a heavy black beard, and was very kind and gentle with her, nothing occurring to arouse her suspicions until they reached the island which was now no longer in existence. There was a hut on the island, and her companion expressed a wish to stop there and get some water from a spring which was near it. As she was thirsty she had stepped ashore with him and accompanied him to find the spring, when he seized her and attempted to drag her to the hut. She resisted when he told her that her husband had been captured by soldiers, courtmartialed and shot. The young woman was armed with a pistol, and believing the story to be a lie, in self protection she drew it and shot him through the head, killing him instantly. Then she got into her boat with her baby, and made her way to Ogdensburg, only to find that the ruffian had told the truth, and that her husband had been actually tried by drum-head court martial, sentenced to be shot and so executed.

The shock of such accumulated horrors drove the young woman frantic. For weeks she was out of her mind, being kindly cared for by some charitable people who had known her, and who communicated with her relatives and brought them to her bedside. But when, on regaining her reason, she learned that her baby had died, she would not listen to anyone, but insisted on returning to her island. Thither she went, accordingly, being fitted out by her friends for the journey, and there she had lived unmolested ever since. The man she had killed was a stranger in Ogdensburg, a lumberman, who had heard the story by chance. She had not divulged her secret, and no one had inquired for the man, whose body had been found and buried as already described. It was on her journey home that while passing the island where the tragedy had occurred, she had been herself an eye-witness of the marvelous catastrophe of its disappearance.

"I kept away from it as far as possible, being afraid. And just as I was opposite I saw it move. And then, stranger, as I live, I saw it go down—slowly, slowly—the trees gradually disappearing, until they were out of sight, and then it was gone forever.

## ADVANCED WAGES AND THE BUREAU OF NAVIGATION.

In a communication in the Maritime Register Mr. Guy C. Ross says. "There is much adverse criticism upon that clause in the Dingley bill relating to the shipment of seamen. There is no doubt that those who have held the sailor in bondage and profited by it will do all that they can to make the law odious. It is strange, however, that any shipmaster or shipowner should be tempted into denouncing the bill when it is found that some inconveniences are just now felt in getting crews for their ships. It will be remembered that some two years since a Congressional committe met in New York to take testimony in regard to the requirements of the shipping interest, with a view of forming such laws by Congress as would relieve it of some of its burdens.

The writer with many other shipowners, appeared before that coumitte, and the most of those who appeared were urgent in demanding the abolishment of advance wages to seamen. I will venture the assertion that 9-10ths of the shipowners in the country were in favor of abolishment. I talked with a great many before the passage of the bill and found none that were opposed to it, with one or two exceptions, and these were antagonistic through fear that their ships might be detained in getting crews. As an advocate of the measures before the committee and as one largely interested in shipping, I am willing to stand by the law and take my share of its annoyances and its cost. It would have occasioned less inconvenience if this section had not gone into effect until January, 1885, and so prepared the landlord and sailor for the change. One of the duties of the commissioner of navigation will be to send out circulars to our Consuls to put on board every ship, and to notify the sailor's landlord, so that they can know the change in the law and govern themselves accordingly. The commissioner of navigation has been blamed because he has not given a construction to the law which would nullify its intent. We should remember that it is his duty to administer the law as he finds it and not give an opinion which would lead to an evasion. It there is any doubt as to the just administration of the law, and it is thought the commissioner puts a wrong construction upon it, the proper course is to refer it to the Attorney General. One word as to the bureau of navigation and its commissioner. In my opinion there has been no measure adopted by Congress which will be of greater benefit to navigation than the establishment of this bureau. Agriculture has now its recognized department. All that relates to navigation interest will now be collected and collated and its requirements will be brought to the attention of Congress. Every one interested in shipping should do all in their power to make it efficient and by friendly suggestion aid the commissioner in the formation of the bureau. Give them both a fair chance. The writer is personally acquainted with Captain Patton, having served with him before the mast as a sailor, having met him when in command of a ship in foreign ports, having travelled with him on the continent, and for the last 18 years havingbeen a neighbor to him. I know something of his character, ability and fitness for the office. He si well versed in the marine law and usages of our own and foreign nations. He is ripe French scholar, and in any intercourse with European governments needs no interpreter, He is the author of the "Maritime Ports of the World," with Mr. Hunter, and this work has been favorably commented upon by the European press. His appointment adds another instance of the wisdom of President Arthur in the selection of suitable persons to fill the positions of trust under the Government. It was not a political appointment, for Captain Patton had the endorsment and letters recommending him for the position from democrats as well as republicans. The appointment of a Bath man was a deserving compliment to Bath and to the American shipmaster. No place has done more to build up our foreign-going shipping or is more largely interested in this branch of our national industry. It is seldom that a shipmaster receives an appointment from the Government, and yet for intelligence, patriotism and loyalty to the flag during the rebellion, the officers of our merchant marine will compare favorably with any class of our citizens. Let us stand by the bureau of navigation and its commissioner, and see fair play."

## OBJECTIONS TO THE SHIPPING LAW.

A writer in the San Francisco Bulletin, regarding the new shipping bill, advances the following objections the clause respecting advance wages to seamen: Upon reading the editorial regarding the new shipping bill in a recent issue of your journal, I feel that justice demands that the public shall not be uninformed of what may be called the other side of the question. Hence these lines.

What you state as the facts of the case will hardly be gainsaid by any one acquainted with the relations of ships, seamen and sailor landlords. Could the system of paying advance wages be done away with, many of the difficulties which arise in connection with the whole subject would be obviated. The principal is a correct one. Can it be carried out?

I have some means of information upon the subject, and I venture to say that no shipowner, shipmaster or agent in this port believes it within the bounds of possibility that the fleet of ships now here can leave this port without the payment of advance wages to seamen. An actual enforcement of the new law would be ruinous to our foreign trade as at present carried on in sailing vessels. However, the law cannot be enforced. Foreign ships have many ways of evading its provisions and are experiencing no trouble in so doing. Our own shipping, however, finds itself differently situated. An American shipmaster is not allowed to clear to-day and ship his crew to-morrow, as can his foreign competitor whose shipping articles need no custom house certificate. Nor is this all. Once clear of the Heads, American law fails to reach the foreign master, and that clause of the law which makes advance wages no lien against a sailor has no terror for the foreigner, while any United States Consul in a foreign port will quickly see that no deduction is made by any American shipmaster from any sailor's wages for cash advanced in San Francisco contrary to the provisions of the 'Dingley bill," and will shortly inform the master seeking to make such deduction that he is a criminal, liable to imprisonment and fine.

The gist of the matter is, that advances make seamen. This proposition, will I think, be doubted by no one familiar with the subject. Of the crews reaching this port in deep water ships a large portion may be called "immigrants," in that they do not again seek the profession of seamen, but drift into various employments on shore, and since as many men are required to man the departing as the arriving fleet, there must obviously come from some source men to supply the deficiency. This is met by the employment of green hands, and the inducement which calls these men on board ships is almost invariably the advance of cash which they receive on shipping. True, they are often robbed of much of this money, but it is equally true that what they receive and what they are promised by the landlords and runners to whom they entrust themselves is what makes sailors of them.

The experience of our whaling fleet every year must, I think, present poof enough of the truth of my proposition—that advanced wages make seamen.

Another fact having an important bearing on this matter is that Great Britain a few years since passed a similar law, prohibiting the payment of advances to seamen, but to-day the statute remains a dead letter, it having been found impossible of enforcement. It will, I think, be admitted that that country has infinitely better means of carrying out such a law than we have.

The situation to-day seems to be that while every one of intelligence concedes the merit of the principal involved in the so-called Dingley bill, no one believes it capable of being carried out, and entertaining this view, foreign ships are quietly evading it as they easily can.

Our own countrymen are just now called upon to act, and it would seem that they have no course open except to imitate the foreigner, which is precarious, or to lie at their anchors till Congress meets, which is ruinous.

## AN OLD MASTER APPOINTED.

Captain Sullivan, recently manager of the Detroit, Windsor & Belle Isle Ferry Company, has been appointed to the command of the new iron steamer Landsdowne, now being completed at Windsor. Until the Landsdowne is completed Captain Sullivan will command the steamer Great Western, which he brought out seventeen years ago last January. Captain Sullivan was first placed in command of the brig Crispin in 1847, having before that time sailed before the mast and in positions of second and first mate. He afterward commanded a number of brigs, schooners and steamers until 1860, when he took charge of the Great Western Railway's steamer Transit. His next charge was the steamer Union, and after that the Great Western and Michigan. He was then appointed superintendent of the Great Western ferries, and worked for the company in all twenty-one years. For the past three years he has been superintendent of the passenger ferries between here and Windsor, and during that time he introduced many improvements. He is the oldest and most experienced ferry captain on the river, and his career has been remarkably free from serious disasters.—*Detroit Free Press.*

## IT WOULD TOTALLY UNFIT HIM.

"Little boy," said an amiable old lady to a youngster on the street, who was swearing vociferously, "would you like to join the Sunday School?"

"No'm. My fadder won't let me."

"Oh, I guess your father will let you. He will probably be very glad to have his little boy taught not to swear, and grow up to be a good man."

"No, he wouldn't," said the boy confidently.

"What business is your father in?"

"He's cap'un of a canalboat, and I'm ter drive de mules soon's I get big enough."—*New York Star.*

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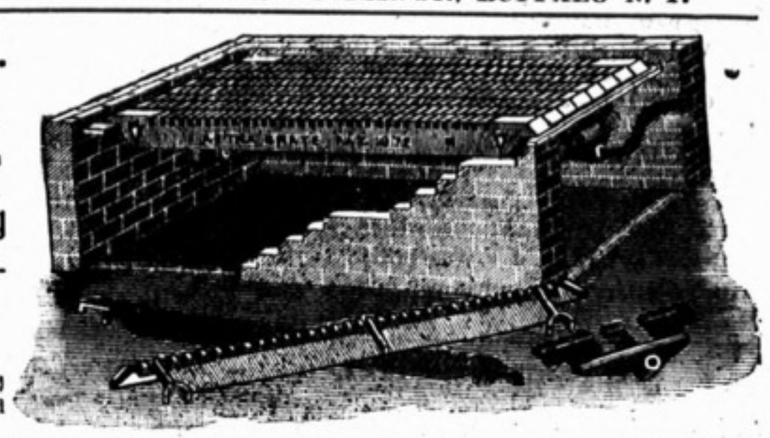

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## Tug Annie Robertson.

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CLEVELAND, OHIO, THURSDAY, AUGUST 21, 1884


### *LOCAL TAXATION.*

Now that we have the Dingley shipping bill in operation and are beginning to realize he good effects of its working, a matter that has been given to us by the general government, let us turn our attention to the local tax or license on tugs and other steam craft. A bill was recently introduced in the California Senate, which had received the sanction and support of the California shipping men, in regard to this matter, the principles of which are that ships and vessels engaged in the foreign carrying trade and owned entirely within the state shall not for purposes of taxation, be included in the personal estate of things to be taxed; but that the net yearly income of such vessel or vessels shall be taxed to the owners there or in their places of insurance, according to the several interests therein, and that the net earnings shall constitute the valuation upon which the vessel shall be taxed. Within the last few years some of the states have adopted laws similar to the above and movements are on foot both in Ohio and Illinois with this end in view. The prevaling ignorance of assesors regarding the value of shipping property leads them into many unjust and grevious modes of rating for taxation, one of which is the custom of refering to the insurance registers for their figures, which, as a rule are made approximately, simply for the purpose of insurance and represent the utmost limit that a vessel may be insured for. It can be seen that by this method of local taxation the ship owner is mulcted of what little profit his investment gives him. The theory has been advanced that every man in the community must contribute his quota to pay for the protection and support which the local government gives him and his vessel property should not be exempt from paying its share. This is true only when local authorities give that protection to vessel property that they do to the man or to his landed property. The vessel comes under the protection of the national government only, and she may never be even once in the port in which her owner resides. What does this ship owe to local authorities? But they protect the property of her owner, it will be said, and indirectly protect the vessel. Well, if that is the case, then let only that amount of the property which the owner receives from her within the jurisdiction of the local government. If any tax is placed upon shipping it should be by the national government, for it gives all the protection that our ships receive. The earnings only, and not the value of the vessel, should be assessed for local taxation. The stand taken by the Chicago shipowners in regard to the matter is based on the laws of 1787, governing the territory of the United States northwest of the Ohio river, the fourth clause of which provides "that the navigable waters leading into the Mississippi river and St. Lawrence, and the carrying places between them, shall be common highways and forever free, as well to the inhabitants of said territory as to citizens of the United States, and those of any other States that may be admitted into the confederacy without any tax, impost, or duty therefor." This provision was duly adopted when Illinois became a State and adopted a constitution, August 26, 1818. The power invoked by the ordinance of 1883 is claimed to be exercised by virtue of the city charter obtained from the State, and the acts of the General Assembly of the State applicable to Chicago; but it is insisted that no such power has been delegated to the city or its common council to pass or enforce the ordinance in question, but if it shall be held that any act of the legislature or charter of the city does in terms confer such power and authority upon the city or its council, the said act, or so much of it as seeks to confer such power and authority, is unconstitutional and void.

Further, it is insisted that the tug license ordinance of 1883, is void and is in conflict with the first and third clauses of section 8 of article 1st of the Coustitution of the United States, which provide respectively that Congress shall have power to lay and collect taxes, duties, imposts, and excises, but all such taxes, etc., shall be uniform throughout the United States; and in said third clause, "To regulate commerce with foreign nations and among the several States, and with the Indian tribes," and also in conflict with clause 2 of section 10 of said article 1st, which provides that "No State shall, without the consent of Congress, lay any imposts or duties on imports or exports except what may be absolutely necessary for executing its inspection laws." * * * "No State shall, without the consent of Congress, lay any duty of tonnage." The owners ask for relief and the repeal of the local tax on tugs, etc., which partakes more of the form of a license than a tax on personal property.

### *DULUTH AND ITS BUSINESS.*

The annual review of the trade and commerce of Duluth for the fiscal year just ended says that a natural increase in the receipts of wheat at that port was expected, but the enormous increase of three and a half million bushels, nearly ninety per cent, quite exceeded all anticipations. The Northern Pacific railroad drains a large and fertile territory, and whatever may be claimed for other routes, fostered and pushed by powerful combinations, Duluth is the rational entrepot and the chain of lakes, the rational route to the seaboard for the grain of the northwest. It is claimed by this report that the natural advantages of Duluth for handling grain and the water privileges at that port make it possible for buyers to pay higher prices. That there is more in this report than mere self-interested talk, is shown by the following table giving comparative receipts for the past three years.

| KIND. | 1883. | 1882. | 1881. |
|---|---|---|---|
| Wheat | 7,655,438 | 4,198,833 | 2,915 567 |
| Corn | 422,884 | 77,906 | 22,562 |
| Oats | ..... | 36,016 | 1,856 |
| Total | 8,078,322 | 4,312,755 | 2,939,985 |

The present elevator capacity of Duluth is 3,160,000 bushels, which will be increased by new elevators so that the total storage capacity for this year's crop will be 6,000,000 bushels. In spite of the general depression in the lumber trade there have been gains over 1882 in the amount of lumber manufactured 31,750,000; shingles, 9,500,000; lath, 11,750,000. The estimated cut of this season is not so large as last year, but owing to the large amount of last season's logs hung up in the streams, the mills of Duluth will be quite as fully supplied. With the interior growth and development of Duluth navigation, of course, has very much to do, and they are important as showing that her prosperity is due to the increase in those features which directly concern. Over a million and a half dollars have been expended in buildings and improvements. Water and gas has been added within the past year. Receipts and deposits at the banks reached the sum of $60,780,847 against $43,749,186 in 1882, a gain of $17,031,661. The capital of the banks in the city has been increased about $200,000 the past year.

The regular line of steamers to and from Duluth are now as follows: The Lake Superior Transit Company, running between Buffalo and Duluth, calling at intermediate American ports; the Lake Michigan and Lake Superior Transportation Company, running between Chicago and Duluth, calling at intermediate ports on the west side of Lake Michigan and the south side of Lake Superior; the Lake Superior South Shore Line, running between Duluth and south shore ports; Ward's Detroit Line, running between Duluth and lower lake ports; the Northwest Transportation Company, from Duluth to Sarnia, calling at intermediate Canadian ports; the Western Express line, from Montreal to Duluth, calling at Canadian ports; the Ohio Central Barge & Coal Company are running a line of steam and tow barges in the coal trade on up freights, and principally wheat for return cargoes. (This is an exclusive freight line;) the D. M. Wilson Freight Line, from Buffalo to Duluth. There has been a slight falling off in arrivals and departures, which is nearly accounted for by the withdrawal of the Collingwood line upon the completion of the Canadian Pacific railroad to Port Arthur, in connection with which road it has been run. The sources from which additional prosperity is reasonably expected are quite promising. The completion of the Northern Pacific from Lake Superior to the ocean is a matter of great importance to Duluth, as along its line and branches comes the larger portion of the celebrated No 1 hard wheat. It has also induced preliminary steps toward making Duluth the distributing point for the cattle and sheep of Montana, for which purpose stock yards and packing house have already been commenced. A large amount of bullion has also been received over the Northern Pacific, and is being shipped via Wilson's Lake Superior line to eastern cities, and parties are looking the ground over with the view of erecting smelting works. The St. Paul, Minneapolis & Manitoba road has an outlet to Duluth via its St. Cloud and Hinckley branch, and the St. Paul & Duluth intends to construct an independent line to the head of the lake. The Duluth Iron Range road, from Two Harbors to Tower, is a most important factor in connection with lake transportation. It has forty miles of track laid and over half of the road cleared and graded. This company owns the extensive mines at Vermillion lake and it is running other industries and making commercial centers of no slight importance at its termini.

Much detailed information, such as comparative receipts and shipments of grain, lumber, range of prices, storage rates, rules of inspection, etc., may be obtained from the report, which we can not mention at this time. The report also contains the history of Duluth and its resources and a careful opinion as to its commercial and manufacturing advantages.

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THE great dailies are still teeming with the horrors of the forced so-called cannibalism of the heroic survivors of the Greely Arctic expedition. We call a halt. Why do they continue to harrass the conscience of this unfortunate party, who have returned to their friends, with the sickening details of this forced monstrosity. It is not at all likely that these starved and frozen unfortunates consumed choice bits of their comrades through any depraved appetite. The charge of favoritism is altogether ill-advised and preposterous. How could these crazed men, with death by starvation and cold staring them in the face for a moment entertain any such feeling as that of favoritism. It is evident from the very nature of the case, that if they were compelled to partake of the human morsel it was done only as opportunity offered and as stern necessity demanded, not through the desire to save any one of the number or to destroy any one who was in a condition to live.

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SHERMAN'S BRIGADE will hold a reunion at Shelby, Ohio, on the 19th, 20th, 21st and 22d inst. This brigade was composed of McLaughlin's squadron of cavalry, 6th battery of artillery and the 64th and 65th infantry. We had the honor of being a humble rider in McLaughlin's squadron, Ohio cavalry, which on arrival at Savannah, in the great march to the sea opened communications with the blockading fleet off that port, whereby rations and munitions of war were furnished the army and thousands of hungry negroes fed with the rations that should have been issued to the soldiers, who did not exactly come to the strait of the Greely survivors in the act of cannibalism, but who were obliged to unearth the rice straw with which the foundations of the rebel earthworks were made in order to obtain subsistence to lay the pangs of hunger. We wish the brigade much pleasant memory.

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ON another page will be found a list of heroines of the lakes and an account of the feats which obtained for them this distinction. We now wish to add thereto the heroic and self-possessed action of two young ladies of Marine City, the account of whose deeds are given by the Port Huron Times, as follows: "A couple of ladies at Marine City, Mrs. Charley Keuhn and her sister, Miss Virgie Cottrell, performed a brave deed one day last week. While about their work at home they noticed the capsizing of a sail boat in the river, and at once went with a skiff to the aid of a gentleman and lady thrown into the water by the accident. Before reaching the unfotunate people the ladies sang out to them to keep up their courage, and succeeded in rescuing them. Well done, ladies. With such women as these what ought the men of Marine City to be?"

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### OBITUARY.

Captain Stephen Lampoh, master of the propeller Henry Chisholm, who has sailed the lakes since his boyhood, was called by death just as his steamer, under the charge of Captain Judson, was entering this harbor. Captain Lampoh, in the capacity of sailor and master, had few superiors and during his sailor life has continued in the employ of Mr. A. Bradley, from the office of cook, at the age of 20 years, until at the age of 52 years, he has, by regular promotion, been placed in command of one of the finest of Mr. Bradley's fleet, the propeller Henry Chisholm, the charge of which he assumed with the opening of navigation this year. During the past two seasons he sailed the Selah Chamberlain, and, prior to that time the C. J. Roeder S. H. Kimball, Escanaba, Negaunee, Ahira Cobb, A. Bradley, and the Superior, and during this entire number of years he has given the utmost satisfaction as a master of tact and a man of business, one who knew how to turn the business of the moment to the best account. Never having had a mishap of any consequence, he succeeded in winning the confidence of the owners of his boats, and on one occasion, perhaps the only evidence of favoritism that has been offered by Captain Bradley to any of the masters of his fleet, Captain Lampoh was the recipient of a fine present for having taken his vessel into Milwaukee after she lost her fore and mainsails in a gale when the propeller which had him in tow ran on to Chicago. Captain Lampoh leaves a wife and two children by a second marriage, and there are three children, one son and two daughters, by a first marriage. Captain Joseph Lampoh, his eldest son, is now master of the schooner David Wagstaff, and like his father, has sailed much of the time since boyhood. The father leaves considerable property, and until the last two or three years has owned a farm at Bennett's corners, this county, whence he moved to Cleveland early in the spring. His death was occasioned by inflammation of the bowels, which he contracted while in Chicago, but being a man of a positive nature, he insisted on going to Escanaba with his vessel, and he was apparently so much improved in health that all entertained hopes of his recovery up to 3 o'clock Tuesday morning, but shortly thereafter he was taken worse, and continued to fail, until, as has been said, he lost his hold on life just as the Chisholm came within the piers at 3 o'clock. He was taken from the ship about 11 o'clock to his home at 21 Fulton street, on the West Side. From this residence his funeral takes place this afternoon at 3 o'clock.

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CAPTAIN MCGAFFRAY, who has returned to Toronto from an official trip to the upper lakes says the work of excavating the channel at Little Current is progressing rapidly. It has been going on for three or four years under the superintendence of A. P. Kildonan, Dominion government engineer. Rock to the depth of six feet has been removed from the channel, which contains seventeen feet of water, sufficient to permit the big iron boats on the lakes to pass in safety. The Campana was the first to make the passage. She went through last Wednesday. Hereafter instead of taking the northern channel these boats can go by way of Little Current saving the treacherous waters and high winds of the north.

[*Continued from 1st Page.*]

DETROIT.

*Special to the Marine Record.*

The steamer Alberta, which was libeled here a few days since, gave bonds on Saturday and is at liberty to depart whenever she is ready, so that for the time being honors are easy. The claims amount to upward of $91,000, which are in behalf of the Osborne and of the Pacific. Her repairs are well nigh done.

The timber trade, like the rafting, is moving this season more extensively than any former year within my recollection, and is being shipped from points on all the lakes, and more especially from Georgian Bay. Yesterday (Sunday) the steambarge D. D. Calvin passed down on her second trip of the season with large cargoes of timber laden on four large barges, beside her own freight, from the Bay, aggregating 100,000 cubic feet, that is 20,000 on each vessel. The conveniences for shipping timber from Georgian Bay are far better than at many other points, as it is not disturbed by rough weather as it is on the lake shore, where it has to be floated out to the vessel at anchor, and in the event of violent weather a vessel may be two weeks taking on a cargo.

There was a greater number of craft passing here yesterday either way than on any previous Sabbath this season, notwithstanding the reports that many are in ordinary.

Numerous complaints are made this season of the neglect of the keepers of fog signal stations in not paying stricter attention to the sounding of the whistle in thick or foggy weather, the fault being more on Lake Michigan than elsewhere. Can it be that the keeper sleeps at his post. It would almost seem so, yet it does not always do to present judgment too hastily. There have also been instances where keepers of lighthouses have been more or less derilect.

The propeller Delaware, bound up, laden with merchandise, left here on Friday night, and on reaching the locality of the St. Clair canal, got ashore about one mile to the eastward of the light. There is positive evidence that the light leading into the canal was not lit that night and that the same neglect had occurred on former occasions. In this instance it entailed an expense of over $500 before the steamer was released, beside a detention of thirty-six hours.

Last evening, at the commencement of church services, when every head was bowed in prayer and all was as quiet as it should be in a house of worship, there came three of those unearthly screeches from the whistle of a propeller passing down, which startled every one in the city, in its remotest parts, to say nothing of those in attendance upon religious exercises. However soothing or instructive that pandemonium may have been to those interested, there is no excuse, reason or apology for it, and it is almost of nightly occurrence. Some of these whistles are far worse than others, and are sufficient to lift the tin roof from a church.

The schooner George Sherman, which discharged a cargo of wood at this port the latter part of the week, was libelled for claims aggregating $3,567.67 and was immediately tied up. These claims are for supplies, repairs, towing and seaman's wages, all of which is due to residents of Cleveland. The vessel is a three-masted schooner, was built at Cleveland and has been twenty-two years afloat. She is worth about $6,000, but if sold at marshal's sale would not realize more than half that sum.

During the week past ten cargoes of wheat have been shipped from here for Oswego and Buffalo respectively. The lowest figure was to Buffalo, at 1⅞c. The propeller Canada has been lying at Windsor awaiting a charter with faint prospects of securing one. Freights from here to Canadian ports are chiefly on owner's account, and are few and far between.

Casting my eye on the passers-by this afternoon I saw two steamers that for some time past have been almost forgotten, yet in their palmy days they ranked among the finest of the fleet. One, the S. D. Caldwell, has been afloat twenty-two years, and at one time was one of the most popular on the Lake Superior route. She has survived hosts of others as well as nearly all the masters who once pulled the bells. The other, the Araxes, has been twenty-eight years in service, and plied many years between Buffalo and Toledo.

There are to-day upward of 1,000,000 bushels of grain on the passage to Buffalo on board of vessels to lower lake ports, the freight on which is no better than from Detroit to same points.

The steambarge V. H. Ketcham arrived here on Friday with one of her engines broken. The accident took place on the passage down, but she managed to reach Buffalo and return here with one engine.

The steambarge Thomas W. Palmer claims to have made the run from the Sault to Detroit with two barges in tow in thirty-three hours. And here is another. The steambarge J. H. Farwell with two barges in tow from Detroit to Duluth and returning by way of Marquette, in fifteen days. It took the old steamboat Superior thirteen days to go to the Sault and return, and she went it alone in 1822.

A squall the other day drove the schooner Benedict to the Canada side of the river, where she fetched up alongside of a dock unharmed.

The schooner Wawanosh has been regularly employed all season in freighting coal from Lake Erie ports to Sarnia, and is towed each way by the tug Jessie.

The new steel steamers building at Wyandotte have nearly all their machinery in and one will be ready for launching in about a week. They are fine specimens of naval architecture and of mammoth proportions.

The schooner J. C. Hill has had her name changed to Dan Maybee, and it is asserted has improved her looks. As she has been some twenty five years afloat, it ought to be encouraging to her owner, and this too on Lake Michigan, where all the old lower lake traps seek a new lease of life.

The large steamer City of Rome is here with her engine badly broken, which happened off Presque Isle, Lake Huron, on Friday. It was a sort of an explosion doing considerable damage to her cabin, crockeryware, etc., etc.

The large Montgomery, formerly the propeller of that name, arrived here on Sunday laden with iron ore for this port, which the consignees refused to receive. Her captain yesterday employed the tug Oneida to tow him to Lake Erie, thence she will sail to Cleveland and discharge.

The steambarge Ogemaw upward bound, broke her machinery on Lake St. Clair Sunday, and returned to this port for repairs. Such accidents are of daily occurrence and more frequent than in former times.

The weather has been very warm for several days, with light southwest winds.

A Detroit party has in hand the raising of the tug Belle King, sunk some years since, down at Put-in-Bay. Three times she has been raised to the surface, and each time disappeared, owing to the chains giving away. To-day they took steamer again for the scene of operations, seemingly somewhat more hopeful of the task. The sunken vessel is worth $3,000.

Captain S. A. Murphy is negotiating with M. Engleman, of Manistee, to raise the propeller Ironsides, which foundered off Grand Haven a few years age. It is the opinion of the owners of the sunken propeller that her hull is still good. The Ironsides was at one time the finest propeller on the lakes, and was engaged in the passenger and freight traffic between Milwaukee and Grand Haven. J. W. H.

PORT ARTHUR.

*Special to the Marine Record.*

Following is a statement of the business done by Collector of Customs Joseph Nicholson, at this port for the fiscal year ended June 30, 1884:

| | No. | Ton'age | T'ns frei't | Crews |
|---|---|---|---|---|
| Canadian steamers | 320 | 230,257 | 78,439 | 8,739 |
| Canadian schooners | 53 | 15,153 | 14,393 | 414 |
| American steamers | 108 | 49,631 | 41,329 | 1,505 |
| American schooners | 139 | 62,859 | 118,760½ | 1,052 |
| Total | 620 | 357,900 | 252,921½ | 11,710 |
| Coasting vessels | 216 | 46,179 | | 3,016 |

STURGEON BAY.

Something like one hundred and fifty men find employment on the Menominee river during the season of navigation in the capacity of lumber loaders. They receive forty cents per hour when employed.

Captain Aug. Lindquist has retired from the command of the tug Goldsmith and Captain John Gilbrath—who overhauled the new barge recently purchased by the Two Rivers manufacturing company from Detroit parties—is again in charge of the craft. It is possible that Captain Lindquist will remain on shore and superintend the loading of the company's scows on the west shore of Green Bay during the remainder of the season.

H. Freyer, a deck hand on the steamer Corona, fell from the gang-plank Monday evening and was drowned. He is said to have a daughter in Milwaukee.

ESCANABA.

*Special to the Marine Record.*

Business at the ore docks and along the harbor front continues dull, with no visible sign of improvement.

Captain Olson, of the B. F. Bruce, reports no owner found as yet for the yacht picked up in Lake Huron on his last trip. He has written to parties at several of the ports near where she was found and will doubtless receive information as to her ownership and the circumstances under which he was cast away, on his return trip. On Saturday morning last a six years old son of Captain Hoover, of the schooner Helvetia, playing with a companion about the deck of the vessel as she lay in the slip between the ore docks, went overboard. He was hardly under water, however, before his elder brother, Chapin Hoover, second mate of the ship, though only 19 years old, was overboard and after him and had the lad aboard again in a trice none the worse for his ducking. It was a prompt and plucky action, deserving of mention, though both son and father insist that it was a matter of course. Why wouldn't he? It's that quick comprehension of the thing to be done and such promptness in doing it that makes successful men, the stuff heroes are made of, afloat or ashore.

The barges C. N Pratt, Captain J. B. Forrest left on Friday for Quebec, with a cargo of pine deals for the Liverpool market.

The schooner Willard A. Smith, arrived Wednesday morning from Beaver Island with a cargo of fire wood. Looks like bringing coals to New Castle.

The Minnie M. got disabled again. When a few miles out from Fayette on Wednesday morning, some of her machinery gave way and she was compelled to put back and lay up for repairs. The Lady Washington, finished the trip for her and will make regular trips in her place until she is repaired.

The captain of the steambarge Progress tells about making the run from Cleveland to Escanaba and return in five days. Give us the record of some more of the racers.

A thing never before accomplished was the loading of the Massasoit, from nine pocket at once, on last Monday. There is no other of all the ore carriers that can take ore through nine spouts at once, several can take from eight, but it is seldom that more than three or four are used. In this case fourteen pockets were full of the ore wanted. Angeline Hematic, and Captain Shields put his ship in shape to take it.

One of the crew of the Brown, had his head cut open by a fragment of falling ore, Tuesday. A big sticking plaster judiciously applied mended his cranium.

The Countess experienced heavy weather after leaving here, and had to ride it out at anchor under the South Manitou, Mich. Alarm for her safety was felt at Chicago, but Captain Hammer took her home when the gale had blown itself out, without parting a rope-yarn.

Iron ore shipped from the port of Escanaba, for the season up to and including August 13, 609 570 tons. E. G.

ASHTABULA.

*Special to the Marine Record.*

There are thirty vessels in port at present.

The tug Red Cloud, while working on the steambarge Cumberland, when on the bar last week, broke her crank pin, blew out her cylinder head and damaging her machinery badly, was towed in port by the tug Dragon and will be repaired here.

An opposition tug line is being talked of by local capitalists.

The old pier at the entrance to the harbor now in the channel will be dredged out shortly.

The steambarge Cumberland, ore laden for this port, mistook a light ashore a short distance west of here, and ran aground. Some 200 tons of ore were jettisoned, after which she was pulled off readily by the steambarge Swain and tug Dragon. The light, situated at a camping ground, was a common coal oil torch. With a puff of wind it blows nearly out, and after a lull, flares up, resembling our revolving beacon light very much. It is a bad one and should be discontinued, the Cumberland being the fourth vessel ashore at the same place in the last few years.

The fine schooner James Mowatt, recently built by Wolf & Davidson, at Milwaukee, has arrived here with her first cargo, consisting of 1,050 tons of ore from Escanaba, drawing 13 feet 4 inches. She is 162 feet keel, 33 feet beam, and 13 feet hold, and is classed A1* for ten years. Captain D. P. Crains, master and part owner, spared no expense in fitting her out, having a Providence patent capstan windlass, patent halliards, and all the latest improvements, has very fine lines, and will probably be a good sailer. She is now loading coal for Chicago. J. P.

MILWAUKEE.

Shippers were offering but 55c on ore from Escanaba to Lake Erie ports Monday, and were not anxious to secure vessels even at this low rate.

Two tugs released the steambarge Thomas Smith from Strawberry Island and towed her to Sturgeon Bay for repairs.

The yacht Cora, recently purchased by R. R. Rhodes, of Cleveland, will tow to Cleveland with the steambarge Oscar Townsend.

Seamen's wages will remain $2 per day out of this port, The union here at a special meeting Monday refused to adopt the Chicago wages, $1,50 per day.

Vessels are stripping and laying up.

The tug Pacific exploded her boiler while at Ashland yesterday morning. The engineer, Michael Duclos, was fatally injured. The Pacific was built at Buffalo by the Union Drydock Co. in 1875, measures 42 tons classed A2 and owned by Littleton of Detroit.

When the schooner Holmes was in midlake last night a lamp filled with benzine instead of oil exploded and set fire to the vessel, but the flames were subdued. One of the crew was badly burned.

KINGSTON.

Captain Bogart has resigned the command of the new steambarge Monteagle, running on the upper lakes, and will take charge of the propeller Scotia which is to be fitted out for service at Buffalo.

The steamer Conqueror is now lying at the back of Gunn's house. It is said that it will be sold shortly.

The Forwarders expect a rush next week. It is said that fully a million bushels are on the way to Kingston.

MUSKEGON.

Sunday night the tug Arctic encountered a heavy squall off this port while towing the barges C. O. D. and Transfer from Escanaba to Grand Haven, loaded with iron ore. After laboring in the storm for some time, she dropped the Transfer and made this port with the C. O. D., reaching here at 5 o'clock. The C. O. D. was dismasted and all her rigging carried away. She sustained some slight damage beside. The Arctic is all right.

HORN'S PIER.

The barge Thomas Smith went on the rocks at Strawberry Island Sunday morning. She is loaded with lumber, is hard on aft but her bow is in three fathoms of water. The steamer Corona, in passing, went to her assistance, but, after pulling on her for a time, parting the hawser, and, being behind time, had to leave her. Two tugs from Sturgeon Bay were sent to release her.

## LITERARY NOTICES.

The September ATLANTIC has variety and interest enough to satisfy the most exacting readers. Two additional chapters are given of Dr. Mitchell's excellent serial story, "In War Time;" Richard Grant White concludes his keen and very characteristic papers on "The Anatomizing of William Shakespeare;" Francis Parkman, the eminent historian, contributes an essay upon "Wolfe on the Plains of Abraham;" Prof. E. P. Evans has a curiously interesting article on "Mediæval and Modern Punishment;" Herbert Tuttle has a timely paper on "The Despotism of Party;" E. W. Sturdy writes of "The Volcanic Eruption of Krakatoa;" Eleanor Putnam describes "Old Salem Shops;" Charles E. Pascoe tells "The Story of the English Magazines;" Miss C. F. Gordon Cummings relates "A Legend of Inverawe;" an anonymous writer describes the "Lakes of Upper Italy." There are poems by Lucy Larcom, Mrs. Julia C. R. Dorr, and Paul H. Hayne; reviews of several leading new books, and the usual variety of the Contributor's Club.

Subscribe for the MARINE RECORD.

## ENCOURAGING TO ENGINEERS.

Whether it is owing to the persistent appeals of the technical press, the effect of the societies of engineers springing up all over the country, or to the natural instinct for self-preservation which dwells in mankind, we cannot say, but it is certain that serious attention is being given to the status of engineers, and their personal fitness for the posts they occupy. We rejoice at this, for it can result only in good to a class in this country who have never yet had justice done them. We mean, of course, men who follow the management of steam engines for a living.

Engineers have not had justice done them for the simple reason that all have been lumped together; the good and the bad have been classed alike, and the shortcomings of the poorest have been charged upon those better informed. Men who have a realizing sense of the responsibility of their charges have been classed with those who do not know the figures upon a steam gauge.

Popular indifference to the status of engineers is not by any means confined to small consumers and steam users, but it extends to very high places. Men are to be found occuppying positions of trust and responsibility who can scarcely read or write. We have plenty of proof of this, and would, if we saw any end to be gained by it, mention instances, but we have no desire to impale individuals, for the fault of a system.

They exist because of the indifference of employers, or ignorance of employes, as to what an engineer should be, but the time is rapidly coming when a man professing to be an engineer will have to show that he is such actually. What would be thought of a steamship company that would allow one of their vessels to go to sea with a captain who could only write his name because he had practiced that graphic method of identifying himself on paper? How much more responsible a post has the captain of a ship than the chief engineer? We answer none at all; a fact too palpable that it needs no argument to sustain it.

We said at the beginning of the article that a better state of things is approaching, and we see this in the popular demand for the examination and classing of engineers. Not alone among the men, but from the public. This sentiment is also shown by the comments of our contemporaries in other parts of the country. They began to realize that an engineer is a man of some importance in the community, or should be, and that the safety of every one in his vicinity depends upon how much he knows, not upon what he pretends to know.

The day will come, sooner or later, when every city and town in this country will have its license system and its inspectors of boilers, and it behooves all who can in any way expedite its coming to do so.—*Mechanical Engineer.*

## LAKE HEROINES.

The Chicago Times is authority for the following on heroines of the lakes. It says: The "Queen of the Lumber Fleet" is often respectfully alluded to by the lumber dealers, tug owners, vessel men, and others who congregate at the exchange docks in Chicago. She is the daughter of the captain of the schooner Scud, is remarkable for her beauty, and, though now only seventeen years of age, aided last season in saving the crew of a wrecked vessel. Volunteers for the lifeboat were scarce, and the young lady insisted that she could row, and that she could do better than any man who knew nothing about a boat. The necessity was great and pressing, and she was reluctantly taken along. When the boat was going through the breakers the girl proved to be the best of the party at the oars, and the rescue was successfully made. The "Mistress of Lake Michigan is Miss McKee, daughter of Captain McKee, the keeper of the waterworks crib, four miles off Chicago harbor. On stormy nights when the seas make the great crib rock to and fro, and the wind is moaning like a chorus of lost souls, the crib is not as pleasant a place as a comfortable drawing room ashore, and yet Miss McKee has been there alone through many a stormy night, has kept faithful watch of the light, and has sounded the fog bell regularly. It has occurred sometimes that a storm suddenly arose when Captain McKee was ashore in the city, and it continued all through the night, making it impossible for him to return. On these occasions Miss McKee has taken the night watch herself, and her vigils have kept everything right. Not long ago mysterious noises were heard about the crib nights, which could not be accounted for. One dark, stormy night an unearthly scream or shriek was heard three times in succession, and Captain McKee and his family certainly thought it came from a human being. The boat was lowered to render assistance, if possible, but no one was discovered. The fear was that some small craft, with women aboard, had drifted out in the lake. The next day a large lake loon was found drifting about on the surface near the crib. It was this incident that gave currency to the talk now and then heard among sailors and tugmen that the crib is haunted. Large parties of gentlemen and ladies visit Captain McKee's lonely mansion during the summer months, and Miss McKee's prepossessing appearance and her natural grace and accomplishments prompted seamen to allude to her as the worthy "mistress of Lake Michigan," and she is now generally so known. Well acquainted and a favorite in the best social circles of the city, the young lady is also an adept with the oar, and has a record of saving seven lives in individual cases. A short time ago a party were returning to the city from the crib in a sail yacht. A fierce squall swept suddenly down upon them. The gentlemen were "summer weather" sailors, and Miss McKee, who was on board as a guest, assumed command. The frail little yacht weathered the squall, but all hands agreed that she would have been lost had it not been for Miss McKee's excellent seamanship.

Mrs. Frank Perew, the wife of Frank Perew, Esq., of Buffalo, takes a cruise now and then during the summer on board one of her husband's steamers, generally accompanied by a party of friends or relatives. On one occasion she came to Chicago on the steamer John B. Lyon, which also had in tow the schooners John Hutchinson, Joseph G. Masters, and Chandler J. Wells, the combined cargoes being about 6,000 tons of coal. The tow of vessels, connected by lines nearly two hundred feet long, presented a beautiful and imposing sight. It was called the "grand armada," and Mrs. Perew was called "Queen of the Lakes." She is still so called. The lady is a Jewess.

Miss Morgan, who resides at one of the east shore ports on this lake, has saved, at different times, thirty-nine lives. She often helps "man" the life-boat when volunteers are scarce, and she is an expert at the oars. Though not a large woman, she is powerful and brave and daring. A season or two ago the government recognized Miss Morgan's services by presenting her with a gold life saving medel of the first class.

## THE RACINE FOG SIGNAL.

Masters of steamboats arriving in port yesterday complained of the man who runs the steam fog whistles at Racine, stating that neither whistle nor any other signal was sounded Thursday night, although there was a dense fog on the lake. The captain of one propeller said he left Milwaukee at midnight and the whistle at that point was blowing. He steered the usual course for Racine, and when his running time to the point had expired he began to listen for the fog whistle. But he heard no whistle and thinking he had made some mistake he brought his boat to a standstill, and tried again to make out the whistle. It was not blowing at all. As Racine and vicinity is one of the most dangerous spots on the lakes on account of the deadly reef off the harbor, the steam service there is an important thing for mariners. Four years ago the propeller Wissahickon got on Racine reef during a fog because no fog whistle was blowing at the time. It cost the Anchor Line Company, or rather the insurance companies, several thousand dollars to settle the loss on the vessel. There is no excuse for failure to sound the steam fog signal at Racine, because there are two ten-inch sirens that are run by separate machinery.—*Inter Ocean.*


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CLEVELAND FORWARDING CO., Agents,
Office and Dock, Foot of Superior-st., Cleveland.


## TRAVELERS' REGISTER.

### LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express | °1 10 A M | °12 05 A M |
| No 8, N Y, B & A Express | °6 35 A M | °7 00 A M |
| No 26, Elyria Accommodation | †8 05 A M | |
| No 35, Buffalo Ac'm via Sandusky | †10 35 A M | †10 50 A M |
| No 35, Toledo Accom via Norwalk | †10 35 A M | †10 50 A M |
| No 12, N Y & B Fast Express | °1 55 P M | °2 25 P M |
| No 14, Special N Y & Bos Expres | | 5 00 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 42 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | °11 55 A M | °12 05 A M |
| No 23, Mich Express via Sandusky | °2 15 A M | °2 35 A M |
| No 3, Chicago Express via " | ‡6 05 A M | 6 30 A M |
| No 25, Mich Accom Norwalk | | †6 10 A M |
| No 21, Toledo Ex via Norwalk | †12 55 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | †12 15 P M | 12 40 P M |
| No 9, Chi Pac Ex via Norwalk | °6 06 P M | °6 30 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27. Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and counections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

## BEE LINE

### CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

| | Depart |
|---|---|
| No. 3, Columbus, Cincinnati & Ind Ex | 7:00 A M |
| No. 23, Galion & Wheeling Express | 6:40 A M |
| No. 9, Col., Cin., Ind & St. Louis Ex | °6:40 P M |
| No. 5, Col. Cin., Ind. & St. Louis Express | °12 35 P M |
| No. 27, Galion & C.L & W. Acc | 4:00 P M |
| No. 29, Massillon & Ulrichsville Ex | 5.00 P M |
| | **Arrive.** |
| No. 8, Col, Cin, Ind. & St. Louis Exp | °6:40 A M |
| No. 20, Uhrichsville & Massillon Ex | 9:00 A M |
| No. 2, Col. Cin. & Indianapolis Express | 9:50 P M |
| No. 14, St. Louis, Ind.. Cin. & Col. Ex | °4:45 P M |
| No. 22, Galion Acc | 10:00 A M |
| No. 26, Wheeling Accom | 4:30 P M |
| No. 4, Col., Cin & N. Y. Express | 1:15 A M |

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

## New York, Pennsylvania & Ohio R. R.

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Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

**6.50 a. m.** ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

**2:20 p. m.** LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

**11:00 p. m.** NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

**2:20 p. m.** PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

**4:11 p. m.** MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

**6:50 a. m.** PITTSBURGH EXPRESS — Daily — Through without chauge. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsbugh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

**10 35 a. m.** YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m.

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
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Following is the time in effect June 1. 1884, and until further notice:

| | | GOING EAST. | |
|---|---|---|---|
| Lv. Chicago | 7.50 a. m. | | |
| Arr. Valparaiso | 9.45 " | | |
| " Fort Wayne. | 1.30 p. m. | | |
| " New Haven | 2.05 " | | |
| " West Leipsic. | 3.56 " | | |
| " Arcadia | 4.49 " | | |
| " Fostoria | 5.00 " | | |
| " Green Springs | 5.45 " | | |
| " Bellevue | 6.10 " | | |
| Lv. Bellevue | 6.20 " | 7.55 a. m. | |
| Ar. Lorain | 7.50 " | 9.16 " | Accom. |
| Arr Cleveland | 9.02 " | 10.22 " | |
| Lv. Cleveland | | 10.27 " | 3.52 p. m |
| Arr Painesville | | 11.33 " | 5:06 |
| " Ashtabula | | 12 25 p. m. | 6.03 |
| " Conneaut | | 12.50 " | 6.30 " |
| " Erie | | 2.09 " | |
| " Dunkirk | | 3.47 " | |
| " Buffalo | | 5.20 " | |
| | | GOING WEST. | |
| Lv Buffalo | 9.50 a. m. | | |
| Arr Dunkirk | 11.24 " | | |
| " Erie | 1.23 p. m. | | Leave |
| " Conneaut | 2.20 " | | 6.15a. m. |
| " Ashtabula | 2.51 " | | 6.46 " |
| " Painesville | 3.44 " | | 7 43 " |
| " Cleveland | 4.52 " | | 8.55 " |
| Lv Cleveland | 4.57 " | 6.47 a. m. | |
| Ar. Lorain | 6 12 " | 7.35 " | |
| Arr Bellevue | 7.35 " | 9.10 " | |
| Lv Bellevue | | 9.20 " | |
| " Green Springs. | | 9.44 " | |
| " Fostoria | | 10.22 " | |
| " Arcadia | | 10 34 " | |
| " West Leipsic | | 11.30 " | |
| " New Haven | | 1 35 p. m. | |
| " Fort Wayne | | 1.50 " | |
| " Valparaiso | | 5.42 " | |
| " Chicago | | 7.50 " | |

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

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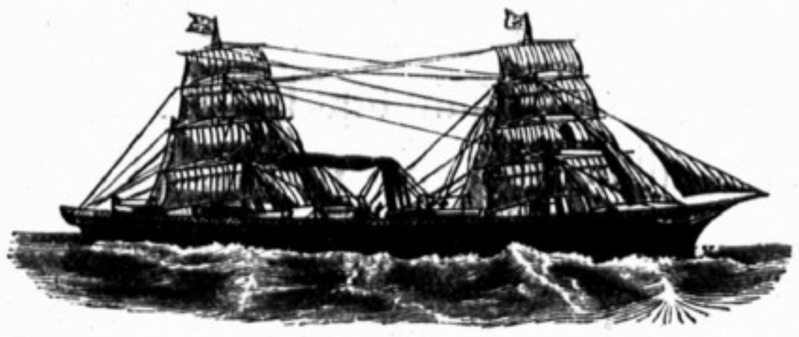

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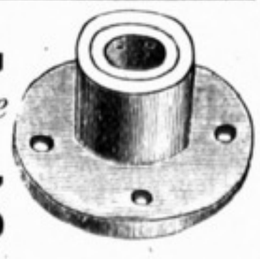

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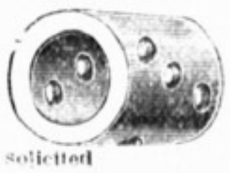

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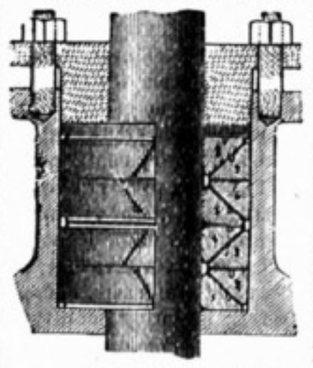

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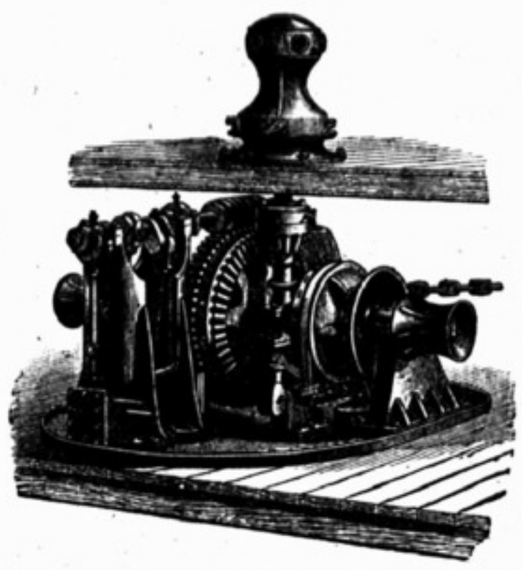
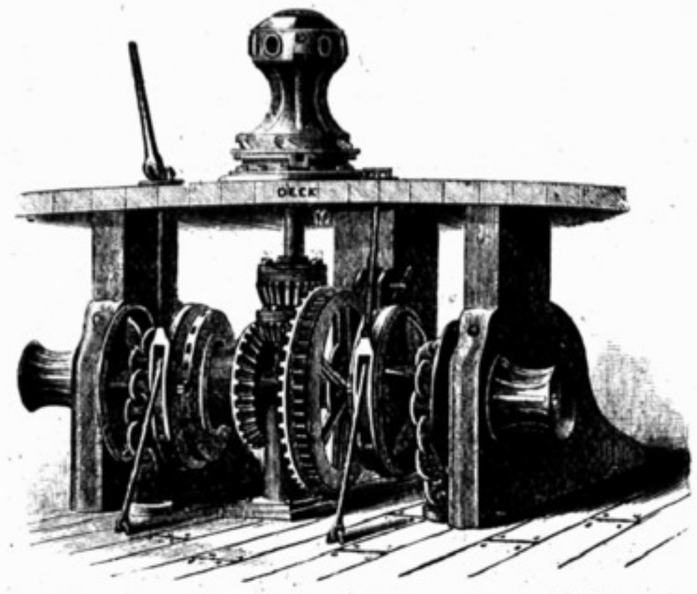
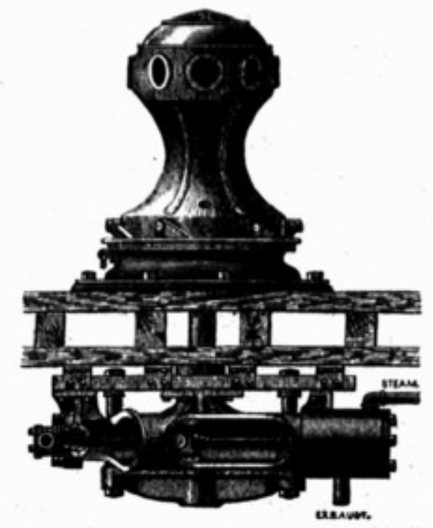


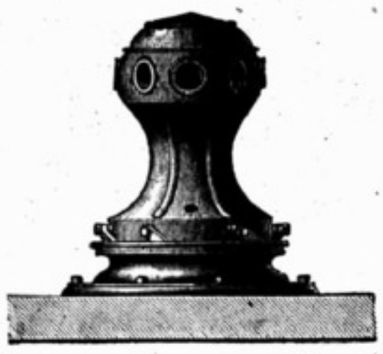
The Providence Patent Steam Capstan Windlass, New Style.



The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.



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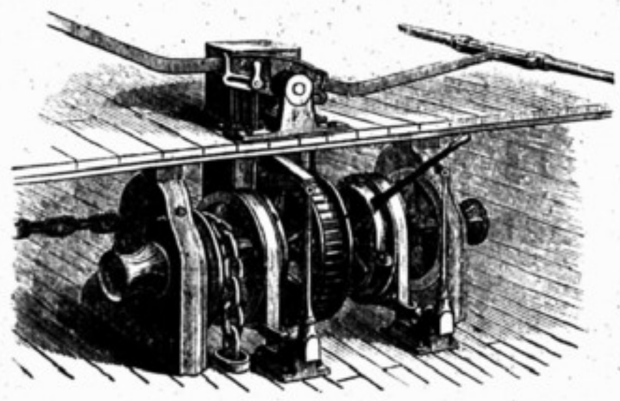

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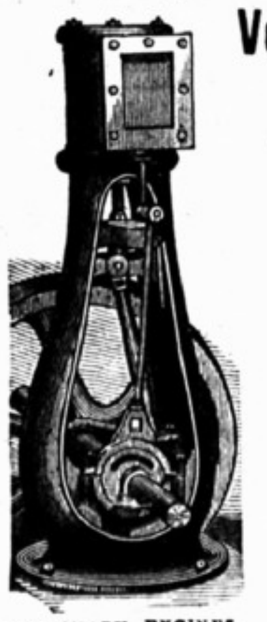

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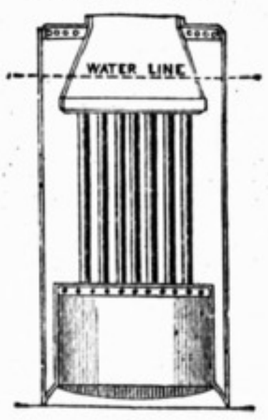


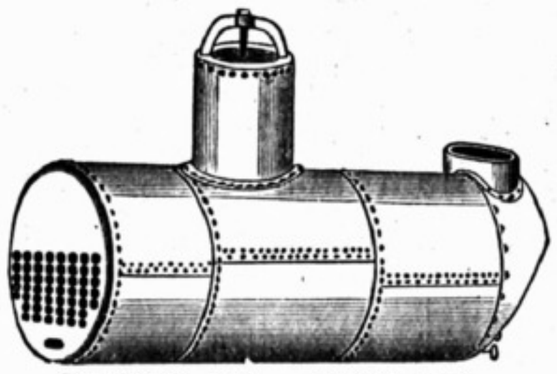

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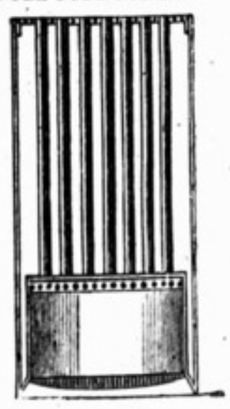
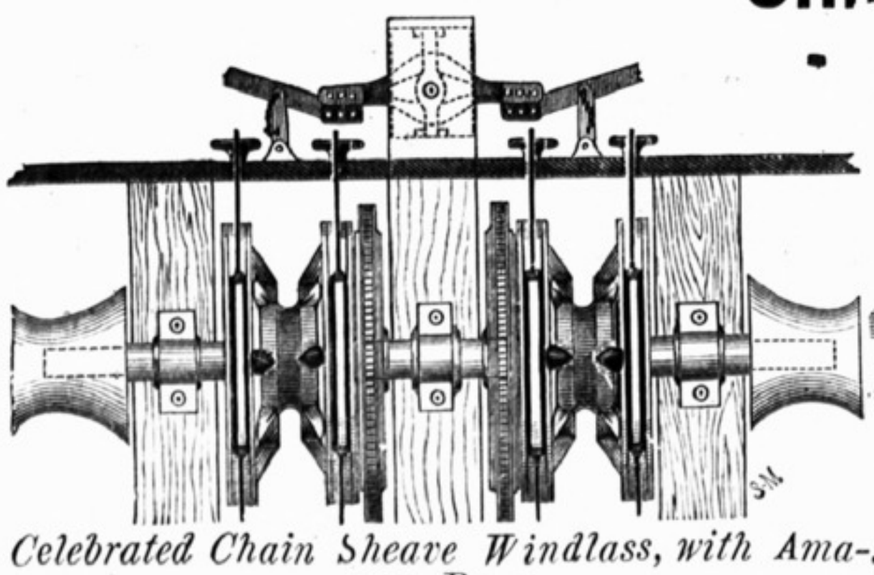
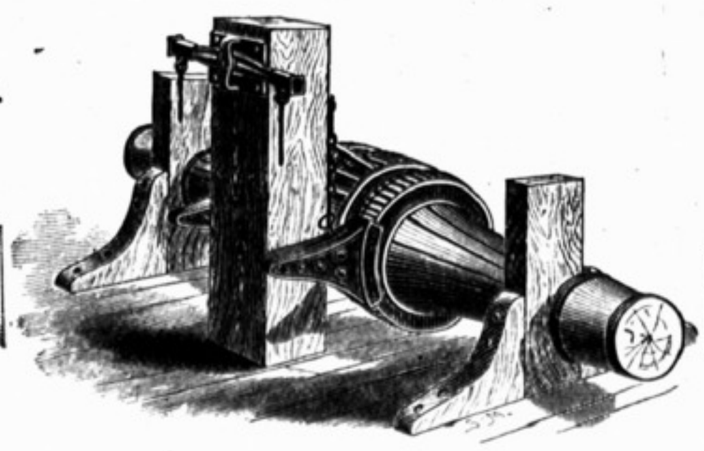


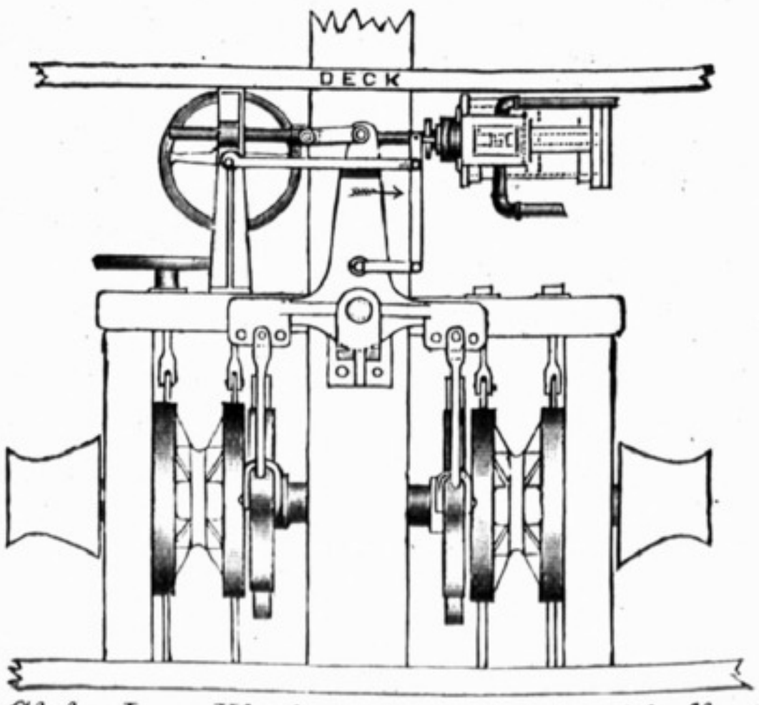
### Ship Chandler's List.



*Celebrated Chain Sheave Windlass, with Amazeen Beam.*



The Common Patent Windlass.




*Globe Iron Works Patent Steam Windlass*